



**messing
about in
BOATS**



Volume 1 ~ Number 5

July 15, 1983





Commentary



BOB HICKS



messing about in BOATS

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Our Next Issue

... will go into the mail the middle of
July. Subscriptions received prior to the
15th of July will receive Issue #6.

Clearwater Festival

... has quite a lot to do with messing
about in boats, despite its musical theme.
Part of it is Clearwater, a Hudson River
sloop, part the small boatbuilders' get-
together.

International Dory Races

... are all that's left from the glory
days when Gloucester fishermen raced
against the Nova Scotian Bluenose.

The Great Race

... isn't so much a race as a happen-
ing as all sorts of non-motorized water-
craft try to get out around Misery Is-
land in Salem Sound and back before the
Miller runs out.

On the Cover

... Bart Hawthaway had his own ideas
about new trends in sailing rigs at the
Mystic Small Craft Workshop.

Back Issues

... can be obtained while they last as
part of your subscription if you specify
that you want them.

There seem to be quite a few rowing
events lining up on our calendar of events
for messing about in boats. We've already
been at dory races at Mystic, rowing
races in Newburyport, we've rowed the
lower Connecticut and around in Oster-
ville Bay. Our small boat does have a
sail, we did use that at the Mystic Small
Craft Workshop, but even there we rowed
the morning downriver cruise, no wind.

I'm hardly a serious oarsman. My
wife and I do enjoy rowing our Old Town
lake rowboat (a Rangely design built like
a canoe) together, but it's not a serious
activity, in terms of commitment just
to that, or in terms of getting set up
for maximum efficiency.

As we get into rowing ever deeper
though, we can hardly help but notice
how it offers so many different ways to
move through the water. At the most
conservative end of the scale we find
the little rowing prams with a couple of
kids, at the far outer limits of hi tech
we see the sleek, narrow pulling boats
fitted out with sliding seats and enormous
sweeps of carbon fiber and plastic. In
between, a bewildering array of boat
types, each of which is usually espoused
by its owner as being just fine.

What is happening is that there is
a convergence, a coming together, in
rowing craft, of two basically different
groups. One group enjoys rowing the
BOAT, it is the BOAT which they are
involved with. The other enjoys ROWING
the boat, it is the ROWING that they find
rewarding. These people are sort of like
serious ten-speed bike enthusiasts, they
really want to get their backs into it.

When the more conservative tradi-
tionalist rower gets a chance to try one
of the sliding seat speedsters, it can be
a sobering experience. It takes some get-
ting used to the technique of sliding the
seat, but once mastered, even if for only
a stroke or two, suddenly one is quite
amazed and exhilarated by the enormous
distance the boat just moved. Getting
right back into the dory or Whitehall
develops a feeling of, "what's holding
me back" that was never there before.

Most of the sliding seat boats are
rather narrow, sleek affairs with room
for just the oarsman. The sliding seat
and its track, with the footboard complete
with "shoes" to fit one's feet into, sort

of hooks up the oarsman to his "mach-
ine", and so it doesn't really attract
the social rower who might enjoy com-
pany, and who might want to take along
a lot of gear for picnic or camping. The
more traditional boats seem to do that
much better.

Well, Ken Basset of Onion River
Boat Works in Vermont and Peter Dreis-
sigacker, builder of racing oars for the
college crew types, got together to deal
with this obstacle to making sliding seat
rowing more of a "cruising" activity.
They came up with a cruising "quad"
pulling boat designed to provide up to
four persons the opportunity to cruise
together in a boat fitted out with sliding
seat equipment. We'll be doing a feature
on the boat soon, but here I do want to
comment a bit on the result.

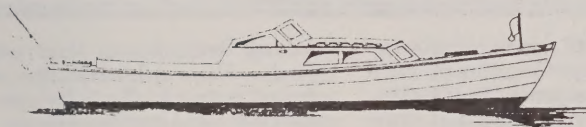
Ken designed a boat that has a front
and rear in separate sections, both
"pointy". Then he designed a modular
center section four feet long, fitted out
with a sliding seat and outrigger oarlocks
Alongside the seat in each gunwale are
storage areas. One section with the two
ends bolted on makes a rather cumber-
some single person boat. But, two, three
or four add the friends and relatives to
the outing. Dreissigacker is interested
in encouraging this sort of rowing ac-
tivity because he is well acquainted with
it as a European recreation. The craft
even has a sort of baloon spinnaker that
can be rigged for downwind cruising.

So, rowing as a recreation using
boats is rapidly evolving. The variety
of watercraft available is enormous,
and lovely new boats are regularly turn-
ing up. Big, awkward looking banks dor-
ies with thole pins, finished off with lin-
seed oil and paint are out there with
eager Sea Scouts pulling the oars. Sleek
low hi-tech plastic hulls barely denting
the water are there, pretty much just
a barely floating platform for the rowing
machine and its human component. All
the many lovely traditional types of oar
powered craft are being built, and some
all new boats that look traditional, and
are developed from traditional concepts
but are the visions of today's young
designers. If you want to row, you've
got one big problem. Which way?

The Plans Page

FROM TIME TO TIME WE WILL CALL YOUR ATTENTION TO WHAT WE THINK ARE INTERESTING PLANS OR BOOKS OF PLANS. JUST LOOKING AT PLANS AND READING ABOUT THEIR DESIGNERS IS OF GREAT INTEREST TO BOAT ENTHUSIASTS WE'VE DISCOVERED.

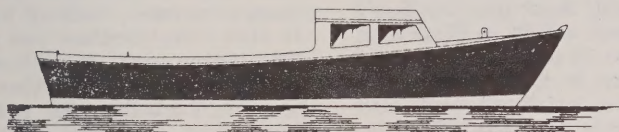
Capt. Jim has a BIG Packet for You!



Sea Rover 30'



Lapstrake Express 22'



Beachcomber 23'



Shoals Runner 17'

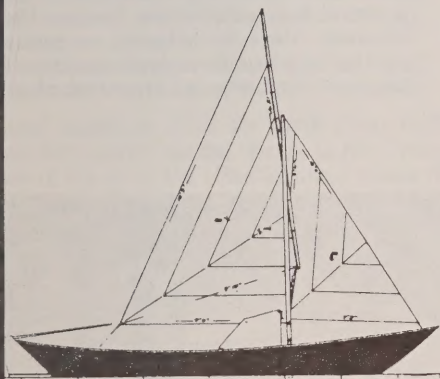
TEXAS DORY

Boat Plans

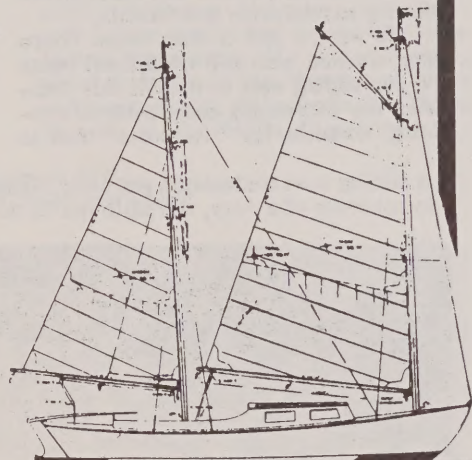
Anyone who has looked over the classified ads in the major boat publications has been bound to notice the ads for Capt. Jim Orell's Texas Dory Boat Plans. Capt. Jim offers you all sorts of plans for dories, sailboats, gas saver motor boats, inboards, outboards, old timey classic yacht types, etc. For \$3 (\$5 airmail) he'll send you a packet of study sheets along with a free Gloucester Gull Dory plan. It's a whole lot of stuff.

Even if you have no intention whatever of building any of these boats, the study packet is \$3 worth of entertainment. It comes as a stack of reprint single or folded sheets, lines drawings and printed information on a broad selection of boats, plus magazine article reprints, letters from satisfied customers, the whole works. Just sorting it out is, in itself, fascinating, as you just don't know what the next sheet will turn out to be!

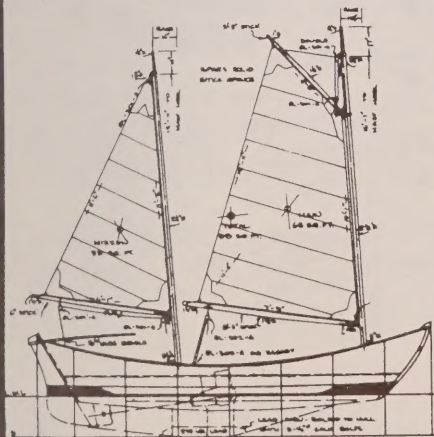
Here are a sampling of some of the boats he has plans for. The plans themselves are cheap, \$10 and up for the most part. You can get yourself an evening's worth of boat plan entertainment, and maybe even find a boat in there you'd like to build, by just sending the money to Texas Dory Boat Plans, Box 720, Galveston, TX 77553. I can just see Capt. Jim stuffing that big kraft envelope now and scrawling on your name and address in his big bold handwriting.



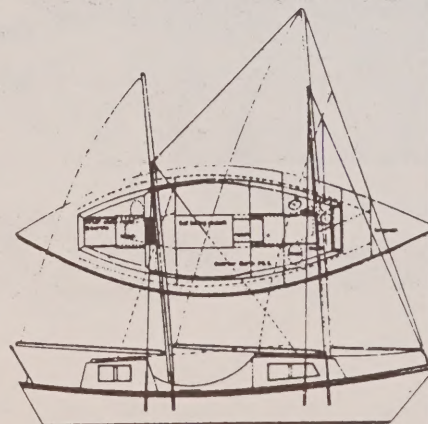
"Morning Light" 22'



Voyager 22'



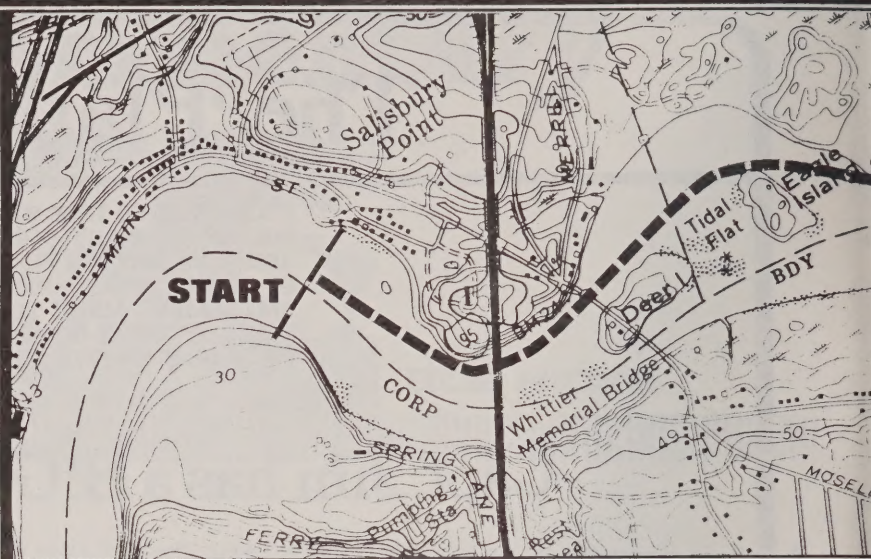
St. Pierre Power Dories 19'-23'



Bateau - 27'

Report & Photos by Bob Hicks

The Mighty Merrimack River Dory Race



The first annual Mighty Merrimack River Dory Race on June 12th was a mighty good time for some two dozen rowing enthusiasts who turned out to take part. The event was organized by Newburyport's Custom House Maritime Museum, they must have noticed how Mystic Seaport and Strawberry Banke have gotten into the dory racing game. Helping out was Jim Odell and family of Lowell's Boat Shop in nearby Amesbury. The Odells provided the starting location, morning coffee and noon picnic area for participants and friends.

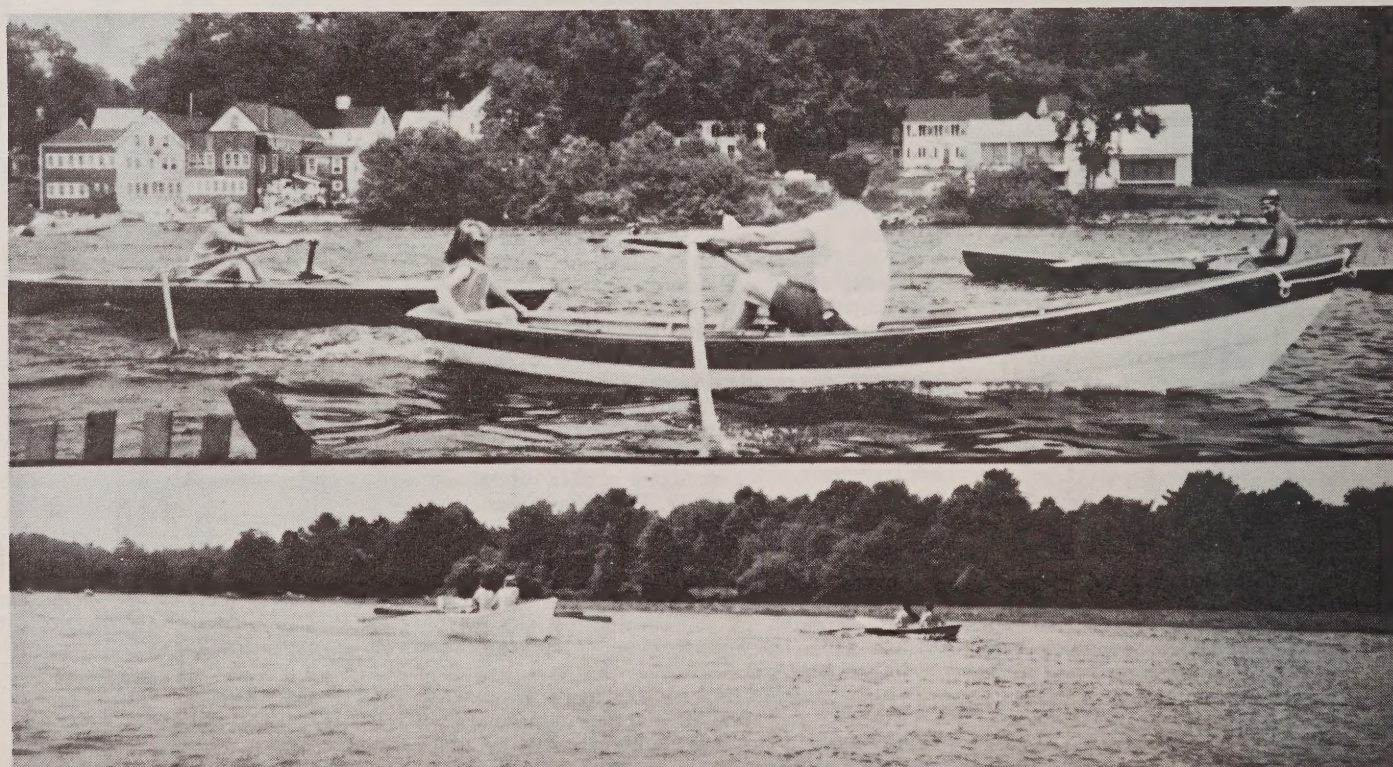
It wasn't just a dory race. There were classes also for traditional boats and for sliding seat boats. All this indicates the increasing complexity of providing contests for "rowboats" due to

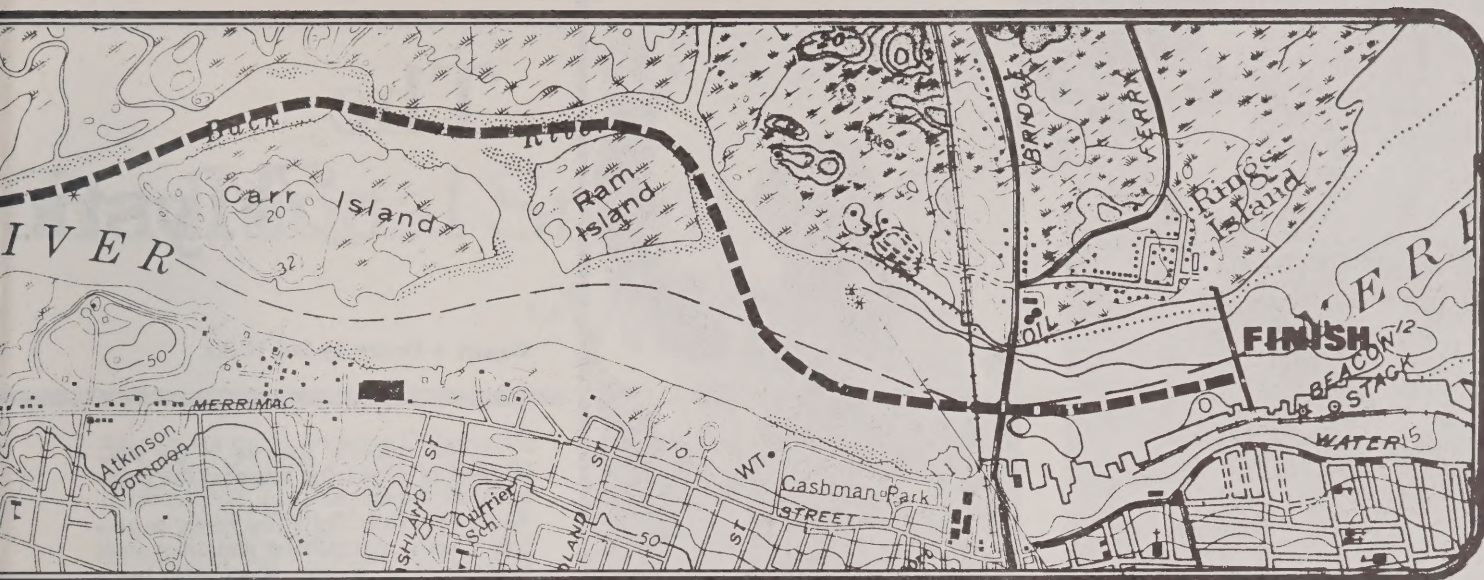
the great variety of types of rowing craft. The Mighty Merrimack race attracted only four entrants in the sliding seat group, the traditional boat drew five, the dory class was the big one. The overall best time over the 3-1/2 mile course was set in a Piscataqua River wherry at 34 minutes, edging out the fastest dory by five seconds. The sliding seat class, which one might have thought would be fastest, was a full minute slower, but there was a reason. Winner Henry Szostek rowed just hard enough to stay ahead of his nearest challenger, Janette Denby.

The route left Lowell's down the river on the outgoing tide, passed beneath the high I-95 highway bridge, then clung to the north shore of the river, passing

behind Deer, Eagle, Carr and Ram islands. Deer Island is the midstream base for the old Chain Bridge which still carries local traffic across the river. The other islands are uninhabited and mostly marshy. Much of the shoreline is also marshland and so a good part of the course was away from built up shoreline. On the bright sunny June afternoon, the lush greens of the marshes formed an attractive setting for the event. The final leg was out in the main river with its power boat wakes, under the two bridges at Newburyport and on past the revitalized waterfront area to a gravel beach behind the Custom House Museum. Here the outgoing current was moving at about three knots and unaware oarsmen (and women) who rowed abreast

The sliding seat contestants get away, Janette Denby has the forward facing rig. Two concepts of a dory, a traditional Banks and a Bolger Gull. They're close right here.





of the beach before turning in found themselves suddenly downstream and pulling hard just to make that short bit to shore. A small crowd watched the finish and all participants were applauded as they passed the finish line at the corner of the pier next to the beach.

Well, Janette Denby in her rowing shell with forward facing articulated oars was the only one who could easily see where she was going, and she was the best of a number of women who took part. Henry Szostek, in his Misery Island Peapod said he just rowed ahead of Janette far enough to watch her choose her course, saved him a lot of neck craning.

Some boats were single handers, others had up to four in their crew. In

the latter case, they swapped off two at a time. Dan O'Reilly and Norm Averill in their Piscataqua River Wherries were 1-2 in the traditional class going it alone but third place boat was a two-up Maine pulling boat, Nate Tufts and Al French at the oars. John Aborn came up from Buzzards Bay to top the dories in his Swampscott, just 5 seconds slower than the Piscataqua boats. Two-up Jon Wells and Neal Beasley took second, and Jim Sutherland was third in a Gloucester Gull. Jim had led much of the time in the dory group, but got too far downstream of the green mid-channel marker that established the turning point of the course out into the main river channel, and had to do some hard back rowing upstream against the current to round the

mark correctly.

Cold drinks were provided participants at the finish, and awards were presented behind the Custom House, top winners received free subscriptions to SMALL BOAT JOURNAL, courtesy of editor Dennis Caprio, formerly from nearby Amesbury.

Now that this race has become established, and times set, it will probably get more "serious" next year. But it was a good fun outing for most, the race was a challenge to some, but just good exercise on the water for others, and a nice cruise for some. Congratulations for bringing this sort of messing about in boats to the Merrimack River and Newburyport go to the Custom House Museum and the Odells of Lowell's.

Rural backdrop along the north shore of the Merrimack as a solo and a four-person crew go at it. Jim Sutherland led the dories in his Gloucester Gull until he got too far downstream of the marker buoy. End of the race for Mike Stratton whose family crewed his big dory.



The Mystic

Report & Photos by Bob Hicks



The camel's nose is in the tent. Hi-tech is appearing amongst the traditional at the annual June Mystic Small Craft Workshop. Sails like wings on air-foil masts. Articulated stainless steel centerboards. Skinny spars with black lines of carbon fibre embedded in them. Fiberglass and carbon fiber oars that look like they're made from plastic pipe but work ever so well. Traditional style pulling boats with mechanical sliding seats installed, and laps glued together with resin so they'll never leak. I can go on, but the point is made. At the annual gathering of the true-to-tradition types, things are changing.

This reflects, in my view, the fact that the world of small oar and wind powered watercraft is rapidly evolving and the Mystic people feel it appropriate to stay up with the trends, maintain an open mind about watercraft built to traditional concepts but with modern materials and techniques. There certainly was a good turnout so I guess the people out there don't mind. And, if anyone did, well, John Gardner was over in the Gray boatshed building a peapod, and Delaware Tuckups were under construction in the White boatshed.

Mystic is the boats. The close to 100 privately owned traditional boats that individuals bring each June to enjoy and to allow others of like mind to enjoy. Permitting strangers to take out one's treasured boat takes some generosity and yet it is routine. For the more complex craft, or delicate, owners will provide "rides" for interested participants. As the two day weekend's activities unfold, no matter what else is going on at the North Green or in one of the boatsheds, there are always boats out on the river sailing and rowing about, and people on the floats looking at and talking about the boats.

The range this year was from tiny Rob Roy canoe to popular Kingston Lobster boat, sailing and paddling canoes, kayaks, dories, Whitehalls, peapods, and a few specialty craft such as Doug Martin's MOCKING GULL, Peter Dreissegacker and Ken Basset's modular multiple sliding seat cruising craft, a Labrador coastal rowing boat.

Saturday morning it was raining heavily, not another '82 affair when the proverbial flood seemed at hand! No, it ceased by noon, the afternoon was gray but pleasant. It was put-in time and try out time, and too soon it was lunch on the green. Early afternoon was program

Traditional Small Craft Workshop

time on the green, with Ben Fuller acting as master of ceremonies introducing the several featured program participants.

The two main subjects dealt with this year were traditional and modern sailing rigs, and new directions in rowing craft.

Dick Everett is an old hand at Mystic with his multiple rigged Whitehall. Dick showed how he can rig this traditional craft several ways, sloop, ketch, schooner with his assortment of spars. His homemade articulated stainless steel centerboard is always an attention getter too. Dick says he's a blacksmith, that's why it was nothing for him to build the centerboard. He regaled us with a few "war stories" about adventures in this boat out on Vinyard Sound in all sorts of weather.

Bruce Bender displayed his ultra light sailing craft with really spindly spars, the noticeable feature of which were the dark black lines running their length. Carbon fiber. The spars were wood, but incredibly flexible as well as being light. On the lightweight cold molded hull, this all worked very well according to Bruce.

And then there was Doug Martin. Doug is certainly an innovative thinker, his *MOCKINGGULL* (written up rather completely in the September/October 1982 issue of *WOODEN BOAT*) is a sort of floating laboratory for his ideas. Doug had three sail setups to show us, two were modifications of Chinese lugsails, the third was a wingsail mounted on an airfoil mast. And, he had an untried jib mounted on a batten, which he later tested on the water. All these rigs fit onto a stub mast mounted in the mast-step of the boat, itself a long, narrow elegantly lined lapstrake hull. The interior is a jumble of lines and cleats with a hiking board at hand for hard going. And the rudder is also a laboratory affair, there's a trunk much like a daggerboard trunk near the back of the boat, and Doug has several alternative rudders he can drop into place. His main present choice seemed to be a sort of forward angling airfoil affair.

Later in the weekend Doug was on the water in this boat, and in the good breezes of Sunday afternoon, his rocket acceleration and high speed approaches to the float followed by sudden turns and stops left onlookers gasping at the versatility of this craft.

On to rowing. Here we had some really "far out" innovations along with

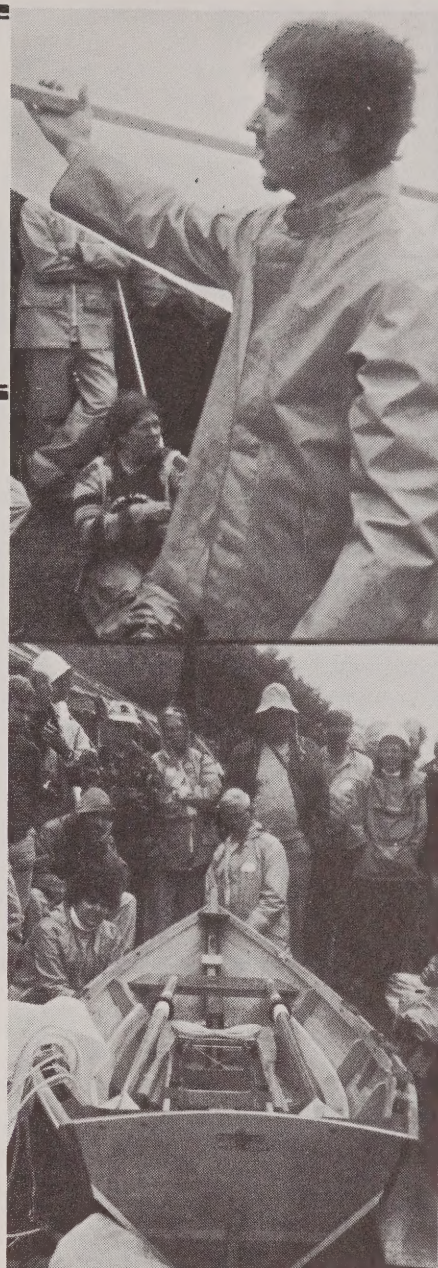
an adaptation of a traditional hull to sliding seat use. Mac Odell of Lowell's Boat Shop displayed the latter, their Atlantic Skiff, a modified Salisbury Point rowing skiff set up with a sliding seat. Mac offered the commentary that this setup got him a lot further on a day's cruise, he got to see places he never could have reached due to distance.

Ken Bassett and Peter Dreissegacker had their quad moored adjacent to the North Green. This is Dreissegacker's idea, and Bassett's execution. Dreissegacker builds racing oars out of fiberglass and carbon fiber. He wants to encourage the use of his oars with sliding seats in cruising for more than one person per boat. Enter Bassett and out comes the quad. This is a long and rather wide sliding seat craft made up of modular components. The bow and stern are 8 foot pointy sections. The middle can be made up of from one to four straight 4 foot sections, each watertight, each fitted with a sliding seat and outrigger oarlocks. Bolt up the number you need and you have a group cruising sliding seat rowing craft, even with a downwind balloon spinnaker set on the oars. This one is a mind bender, still in the prototype stages.

For adventure, there were Curtis and Kathleen Saville and their Labrador Coast rowing boat, *EXCALIBUR*. Much like an old lifeguard surfboat in appearance, *Excalibur* is fitted out with dual sliding seat rowing stations in a central self bailing sort of "cockpit area. Both ends of the boat are watertight when bulkhead hatches are closed. The Savilles rowed this boat several hundred miles along the Labrador coast one summer doing scientific research into early Eskimo culture there.

For those not hurrying back to the boats to play, group visits were then scheduled to the White boat shop to see John Gardner working on a peapod, and to the Gray boat shop to view Delaware River Tuckups under construction. Clinics for rowing and sculling were also organized on the water, including group rowing in the quad. Plenty to do.

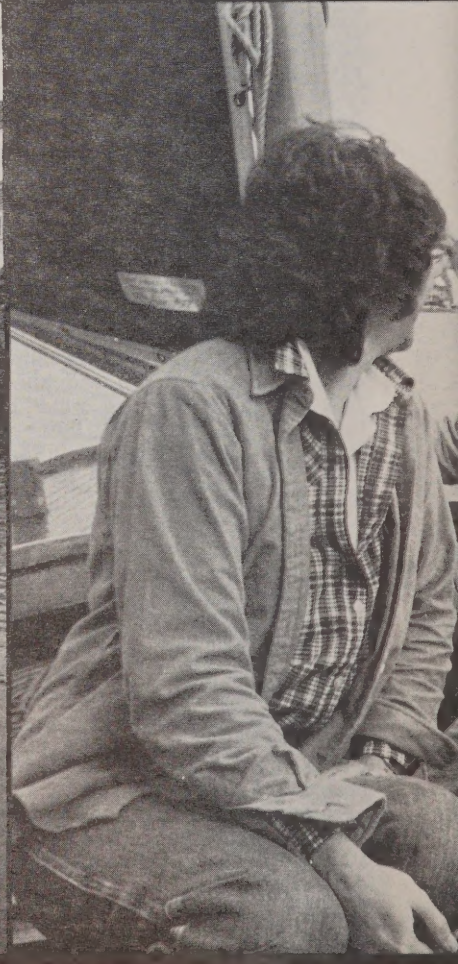
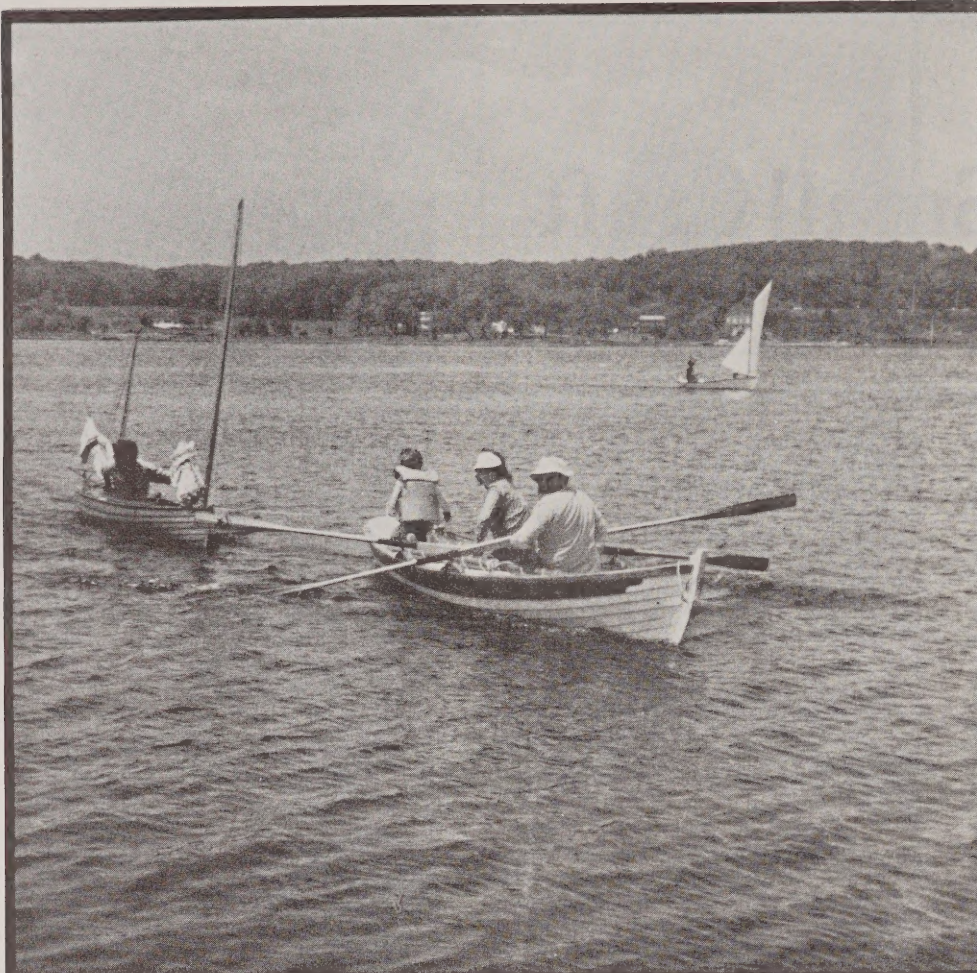
Saturday evening at 8 p.m. the Saville's showed slides and gave us a lecture on their Labrador cruise. Most of their slides showed the grandeur of the barren coast and the traces of the ancient eskimo culture they were looking into, but there were a fair number of *EXCALIBUR* in action. That was some adventure.

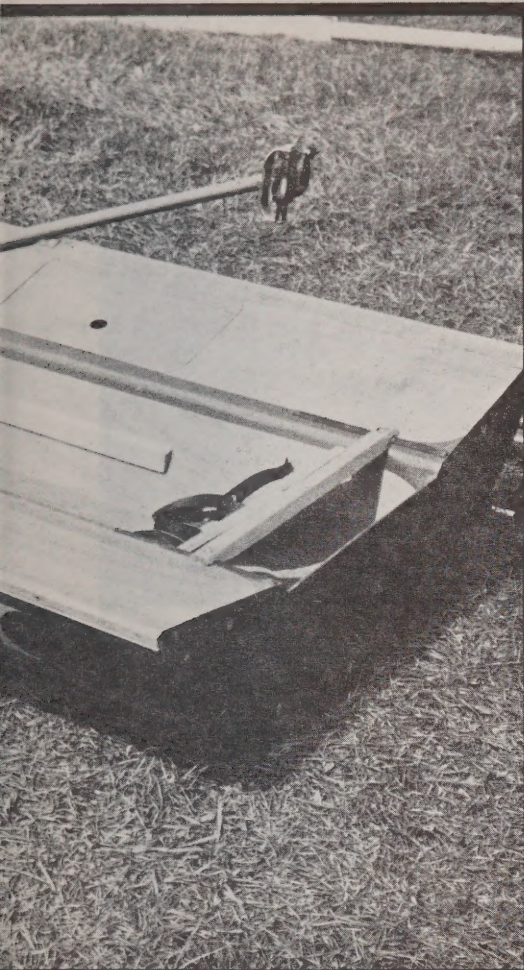


Photos: Opposite page from top: Dick Everett discusses his articulated stainless steel centerboard. Doug Martin making a point. Ken Bassett and Peter Dreissegacker talk about their quad, *EXCALIBUR* and her Labrador exploring owner, Curtis Saville.

Photos: Above from top: Bruce Bender talking about his ultra-light spars. The Lowell Atlantic, a pretty traditional hull can be fitted out with either sliding or fixed seat, and sail rig if desired.

Photos: Next page: Messing about in the boats at Mystic. The Ginger family tows in Bob LaVirtue's Vesper racing canoe after a guest sailor capsized. The center component of the Dreissegacker quad at rest. Peter Dreissegacker teaches interested people how to sliding seat row together. Doug Martin and his airfoil sail, before the wind came up. Thomas Doyle spent a lot of time giving happy people "rides" in his Kingston Lobster boat. So did Richard Zapf in his Bolger catboat, appropriately named *GARFIELD*.





TSCA Annual Meeting



The annual meeting of the Traditional Small Craft Association takes place each June at the Mystic Small Craft Workshop. The weekend is sponsored by Mystic Seaport Museum, NOT by the TSCA as some misunderstand it, but the Museum supports TSCA activities.

The usual small group of perhaps 50 members gather under the tent on the North Green to hear what business needs be transacted, while many others just head back to the boats and playtime. The major matters this year were incorporation and the delay in announcing the 1983 Council which runs TSCA from year to year.

A weary sounding Sam King, president of TSCA during this past rather turbulent year of its existence, conducted the necessary dull business of obtaining member approval of bylaw changes to permit TSCA to incorporate in Maine, down there because the TSCA member who set it up is Loyall Sewall of Newcastle. Sam then went on to announce that delays in getting out the *ASH BREEZE*, the TSCA quarterly newsletter (which he also has had to do since December) meant that scarcely 40 ballots had been returned for election of the 1983 Council. He asked for approval for putting off final counting of the ballots until July 2nd, which was granted, of course.

The treasurer's report from Katherine Cockey revealed that the cupboard was just about bare after paying for the spring *ASH BREEZE*, but sales of TSCA shirts and renewals of memberships at the workshop were felt to be a partial recouping of funds.

TSCA faces some heavy going this summer. Sam King has done yeoman duty (with his wife Marty) turning out *ASH BREEZE* for several years, and serving last year as president. Sam says he wants out, but his responsible outlook prevents him from just resigning. He needs someone to take over editing the *ASH BREEZE*. He'll not be a candidate for president in '83. And, compounding this crisis of sorts in management of TSCA affairs is the planned national TSCA in-the-water meet scheduled for August as a feature at the Wooden Boat Show in Newport. John Burke of Hyannis is making arrangements for this meet, but it's success will be dependent upon considerable volunteer involvement as well as member participation by bringing appropriate boats to the four day affair.

The Sunday Morning Cruise



Top: On the beach for breakfast at Mason's Island.

Bottom: The low bridge which prevented full rigged sailboats from doing the circumnavigation.

The Sunday morning cruise down the Mystic River to Mason's Island for breakfast is a highlight of the Mystic weekend. All interested persons leave the Seaport at 7 a.m., the nearby U.S. Rt. 1 bridge opens at 7:15 for any sailing craft. This year, no wind, or very very little, most who could row did so.

It's about 3 miles to the island, one point of which is a sort of gravel bar with plenty of beach. Here the boats arrive, along with the longboats from the *CHARLES W. MORGAN*. They carry those without their own craft or other means of getting a ride, along with the coffee, donuts and OJ. The gray skies were brightening, and some fog was evident out in Fishers Island Sound, but still little wind.

Two return alternatives were offered this year. Those who rowed or who had dismountable spars could carry on to circumnavigate Mason's Island, which required passing beneath two very low stone bridges. The rest could return directly upriver. The sailors had to motor back, no wind blew up until late morning.

The long cruise covered some 7 miles in all, much of it passing by the nice seaside homes on Mason's Island. With the river well built up with marinas and waterside condos, there wasn't much chance here, aside actually at Mason's Island, to indulge in any illusion of being off somewhere. Lots of boats, buildings and bridges. But it is a nice social cruise with so many boats involved, over 50 made the trip.

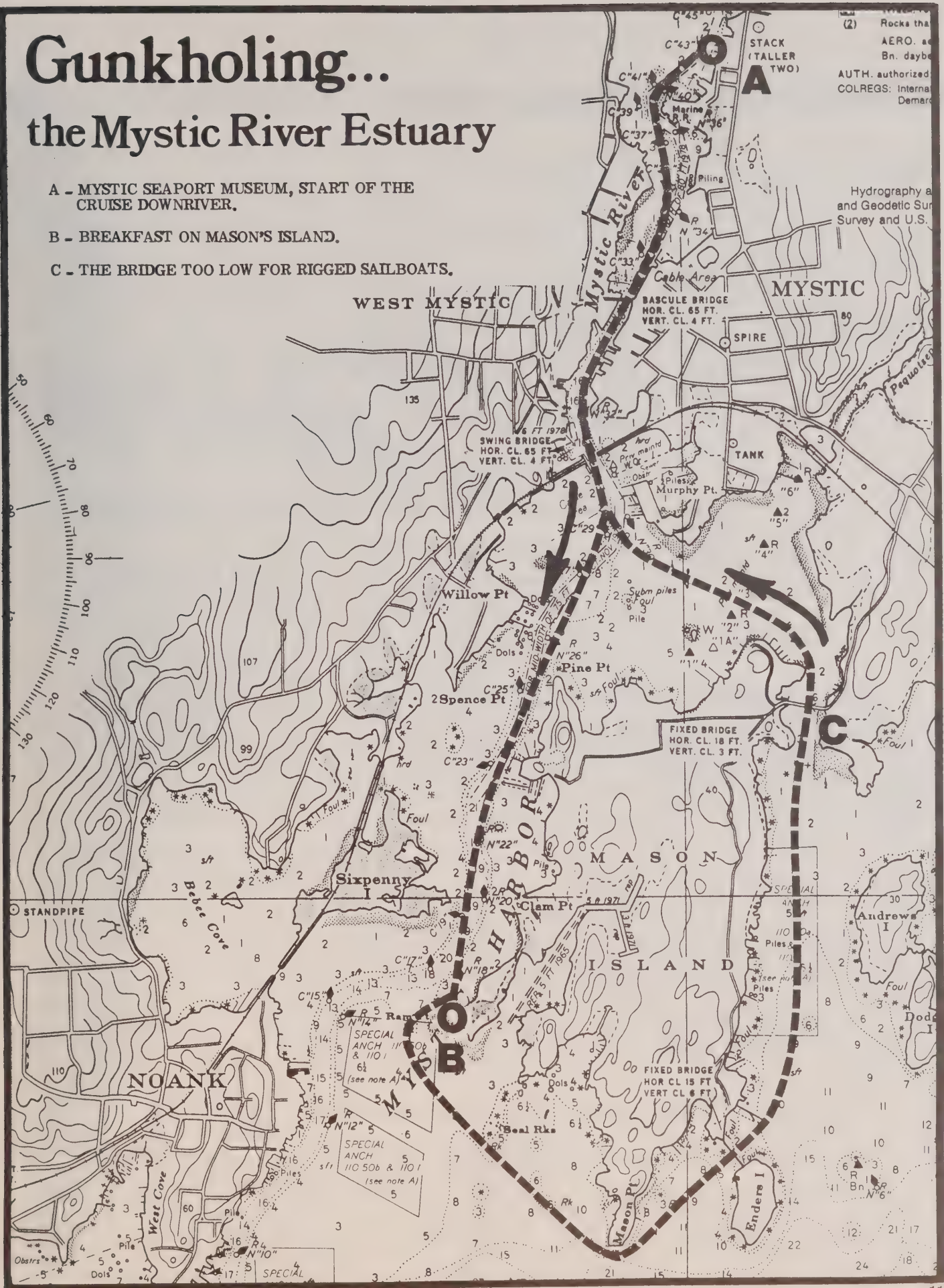
Gunkholing...

the Mystic River Estuary

A - MYSTIC SEAPORT MUSEUM, START OF THE CRUISE DOWNRIVER.

B - BREAKFAST ON MASON'S ISLAND.

C - THE BRIDGE TOO LOW FOR RIGGED SAILBOATS.



What's happening...

JULY 9: STEAMBOAT FROLIC, MANCHESTER, ME.

This is a first year attempt to bring together steamboat enthusiasts for a day's outing on 10 mile long Cobbosseecontee Lake in Manchester, Maine, near Augusta. Sponsored by the yacht club of the same name, the affair includes a concert on an island in the Lake and a potluck supper at the Grange Hall in town afterwards. A number of steamboat owners have been contacted by the organizers as potential participants, and steam enthusiasts are invited to attend as onlookers, to enjoy the sight and sound of steam driven watercraft once again on this lake which once did have steamboats operating upon it. Activities are expected to get underway about noon and the supper will be held following the 5 p.m. concert. Lake Cobbosseecontee is only a few miles from I95 at the end of the Maine Turnpike just outside of Augusta. Trailerable small boats can be launched right at the Cobbossee Marina, site of the steamboat gathering if you choose to bring along your craft for spectating.

For further details you can contact Elaine Fuller, P.O. Box 17, Manchester, ME 04351, or phone her at (207) 622-0293.

JULY 9: 7TH ANNUAL CASCO BAY CRUISE, YARMOUTH, ME.

This is a 6-1/2 mile row for members of the Alden Ocean Shell Association. For more information contact Hargy Heap and Hiram Garber, 48 Pleasant St. Yarmouth, ME 04096.

JULY 10, 16, 23, 30; AUGUST 6, 13: WOODEN BOAT MAGAZINE SATURDAY SEMINARS.

This is a series of one-day seminars on various aspects of wooden boat owning, using, building and maintaining, to supplement the summer long Wooden Boat School program.

The subjects scheduled are as follows: July 10 - Fine Finishes; July 16 - Moving Boats in the Water; July 23 - Navigation; July 30 - Rigs and Sails; August 6 - Hand tool Maintenance; August 13 - Boat Repairs. Instructors are top notch, such as Kathy Bray, Ben Fuller, Geoff Schofield, Robin Lincoln and Brion Toss and Paul Bryant. Fees run \$45 to \$65 for the one-day courses which includes lunch.

For more information on these, or on the one and two-week courses of the summer long Wooden Boat School, contact Peter Anderheggen, The Wooden Boat School, Box 78, Brooklin, ME 04616, phone (207) 359-4409 or 359-4651.

JULY 23 & 24: ANTIQUE & CLASSIC BOAT RENDEZVOUS, MYSTIC SEAPORT MUSEUM, MYSTIC, CT.



The eighth annual gathering of privately owned classic wood power and sail boats at the Seaport's North Dock. The boats entered must have been built prior to 1940 and must arrive at the Seaport under their own power. Further, boats to qualify must have permanent living accommodations aboard. About 40 craft are expected to take part, including yachts, racing yawls, gaff rigged schooners, Crosby catboats, Herreshof sloops, Elco cruisers, ketches, cutters, William Hand motorsailers, former oyster boats and other similar vintage vessels.

The highlight of the weekend is a parade on the Mystic River at 3 p.m.

Saturday. Decorated with flags and shining in fresh paint, polished brass and the care lavished by proud owners, these boats are a spectacle of elegance afloat. The parade is led by the Seaport's 1908 steamboat, SABINO with their tugboat, KINGSTON II bringing up the rear.

Spectators may view the parade from downtown Mystic and along the river at Fort Rachel, West Mystic and Noank. The SABINO will dock in Noank at the Ram Island Yacht Club to serve as a reviewing stand for judges.

For further information contact the Mystic Seaport Museum, Mystic, CT 06355, phone (203) 572-0711.

JULY 23: 11TH ANNUAL ISLES OF SHOALS RACE, KITTERY PT. ME.

This 8-1/2 mile race for members of the Alden Ocean Shell Association is from the Isles of Shoals to Kittery Pt. ME. For more information contact Arthur Martin, Box 251, Kittery Pt. ME 03905.

JULY 30: ROWING RACES, MAINE MARITIME MUSEUM, BATH, ME.

This is to be a series of rowing races for all oarsmen and women. Sprints and distance events, classes for recreational and competition craft will be followed by evening grog and food.

For further information contact Jay Sperling, Development Director at Maine Maritime Museum, Bath, ME 04530, phone (207) 443-6311.

JULY 29-31: NEW ENGLAND CHAPTER NATIONAL NORTHEASTERN ANTIQUE & CLASSIC BOAT SHOW, WEIRS BEACH, NH.

The premier event of the season for owners of all those lovely old mahogany powerboats and related watercraft. For more information, call Linda Largey at (617) 534-8781.

AUGUST 7: TS&A OF PEABODY MUSEUM SMALL CRAFT MEET, SALEM, MA

The third summer small craft meet organized by this group of north shore small craft enthusiasts based at Salem's Peabody Museum. Planned location is at Winter Island, the old U.S. Coast Guard seaplane base, now a Salem public park. Pleasant grounds, a really big paved ramp (built for those old PBY's, remember?) and some gravel beach provide a handy location right on Salem Sound. Plans include some sort of picnic and maybe an informal swap meet setup. More details in our next issue.

AUGUST 14: ANTIQUE & CLASSIC REP-LICA BOAT SHOW, SNUG HARBOR, RI.

For information contact Kenneth Proudfoot at (401) 789-3023 or write to Rhode Island Marine Services, Box 209, Wakefield, RI 02880. More details in our next issue.

AUGUST 18-21: WOODEN BOAT SHOW & NATIONAL TSCA MEET, NEWPORT, RI.

The Wooden Boat Show is in its third year in response to the interest it has aroused in wooden boat owners (and dreamers) throughout the northeast. The show of boats, the displays of products, are supplemented with the SIKa challenge, the so-called "Quick & Dirty" boat building contest, and the first try at a national in-the-water meet for members of the Traditional Small Craft Association. A number of members are expected to be bringing their traditional craft to this meet, and several programs of interest to traditional small craft enthusiasts have been arranged.

For further details on the Wooden Boat Show, contact the Newport Yachting Center, P.O. Box 549, Newport, RI 02840, (401) 846-4994.

If you would like to bring your traditional small craft to the national TSCA meet, you MUST contact John Burke, Box 1162, Hyannis, MA 02601 to arrange for registration. Because of the complexity of arrangements for this meet in connection with available space at the Wooden Boat Show, you cannot just "show up" unannounced.

We'll have much more detailed information in the next two issues on these affairs.

AUGUST 19-21: 19TH ANNUAL ANTIQUE BOAT SHOW & 7TH ANNUAL GOLD CUP REGATTA, CLAYTON, NY

This annual gathering of antique and classic boat owners and enthusiasts is in the Thousand Islands area on the St. Lawrence River, Clayton, NY. The site is the Shipyard Museum. The Boat Show attracts many beautifully restored craft of oar, sail and motor power from out of the past. The Gold Cup Regatta attracts upwards of 15 restored Gold Cup speedboats of yesteryear. This event has been held at Lake George in New York, and in Canada. This year it joins the Boat Show for an all-in weekend of nostalgia.

The opportunity to see all of these boats at rest, and the Gold Cup boats in actual events on the 2-1/2 mile oval course is worth the longish trip from the New England area. If you want to know more, contact F.J. Collins, Jr., Director, Shipyard Museum, Clayton, NY 13624 (315) 686-4104.

AUGUST 20-21: FRIENDSHIP SLOOP REGATTA, MARBLEHEAD, MA. We'll have more details on this event in the next issue.

AUGUST 20: ROW AROUND HULL RACE, HULL, MA.

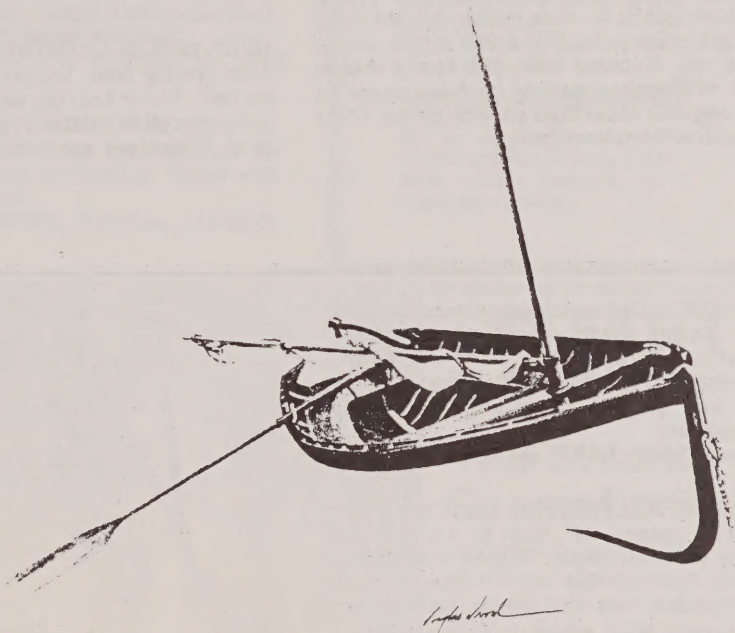
This is the third annual race for dories, peapods, wherries, whaleboats, currachs, ocean kayaks promoted by the Hull Lifesaving Museum. For more details contact Ed McCabe at 24 Fairmont Way, Hull, MA 02045. More details in our next issue.

AUGUST 26-28: ANTIQUE & CLASSIC BOAT SOCIETY MEET, LAKE GEORGE, NY.

More details on this event in upcoming issues.

AUGUST 28: SHORT SHIPS RACE, ROCKPORT, ME:

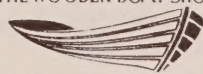
An annual sort of all-comers race for traditional rowing and sailing craft. For more information, contact Bill Gribbel at (207) 236-3241. More details in upcoming issues.



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THE WOODEN BOAT SHOW



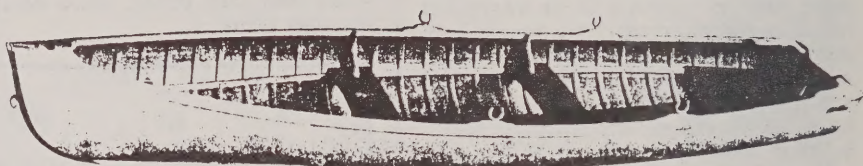
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Classified Marketplace

Looking for a Boat or Gear?

Take a Look at This...

Each issue we will feature our choice of an interesting boat for sale sent in by a subscriber. If you have such a boat send along the details together with a photo (black & white preferred, but clear light color print OK) and it might end up as our featured boat. If it is not chosen it will appear anyway on these pages as a regular classified ad with photo. Offer limited to subscribers.



15' 3" 1902-03 OLDTOWN ROUND BOT-
TOM rowing boat. Carvel planked. Cedar
on oak. Floor boards, oarlocks, painter
and reversible painter ring. Takes 7-1/2'
oars. Excellent condition. Can use re-

painting this season. A Whitehall type
boat. \$1100 firm.
RALPH NOTARISTEFANO, Northport,
NY (516) 757-3087.

WANTED: Old mahogany runabouts such
as Chris Crafts, Garwoods, Hacker-
crafts, for restoration. Also wanted are
hardware, literature, pictures, models
or any information relating to antique
runabouts.
Please call DAVE at (617) 631-5571.

STOLEN PEAPOD: New Paul Cartwright
rowing peapod, 14', built by Apprentice-
shop of Maine cedar. Rigged with sliding
seat. Part of seat fell out when thieves
hailed boat out at Camden (ME) ramp.
If such a boat comes to your attention,
please call Roger at (207) 236-4342 dur-
ing business hours.

5' STROKE SANDER, 168" x 6" sand-
paper on it. Great for sanding parts for
boatbuilding. \$700.
BILL DUGGAN, Box 129, No. Conway,
NH 03860.

13' BLUE JAY sailboat. In good con-
dition. Sails, spars, rigging in excellent
condition. Has been recently refiber-
glassed and completely repainted and re-
finished. \$375.
DAVID RAY, Warwick, MA (617) 544-
2123.

17-1/2' FRIENDSHIP SAILING DORY,
new. Sprit sloop rig with sail. Cedar
planking on oak frames, copper and
bronze fastenings. \$2150.
ROBERT IVES, Pemaquid, ME (207)
677-3768.



11' SAILING SHARPIE, new. 4' beam.
Dacron spritsail by Bondell, Sitka spruce
spars, planked with marine plywood.
Rudder, tiller, pivoted centerboard,
complete with oars. \$875.
MILE CREEK BOATSHOP, Washington,
ME. (207) 845-2708.

16' TOWN CLASS #1034 sloop. Fiber-
glass over wood, no leaks. Navy blue
with natural wood trim. Thurston dacron
sails. \$1000.
DAVE KNOWLTON, Ipswich, MA (617)
356-5121 weekdays.

WANTED: One pair 7' 6" light, fine pul-
ling boat oars. Will trade different size
or buy outright.
BOB OSGOOD, Marblehead, MA (617)
631-2839.

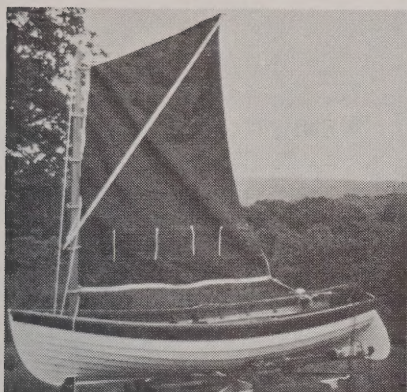
37' DIESEL POWERED WOOD CRUIS-
ER, triple cabin, heavy construction.
Engine & boat in good shape. Needs
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DAVE KNOWLTON, Ipswich, MA (617)
356-5121 weekdays.

24' LYMAN cuddy cabin, 327 Chevy in-
board, full canvas, outriggers, depth-
finder, radio. Needs varnish. \$2200.
BOB HALL, Danvers, MA (617) 774-
5652.

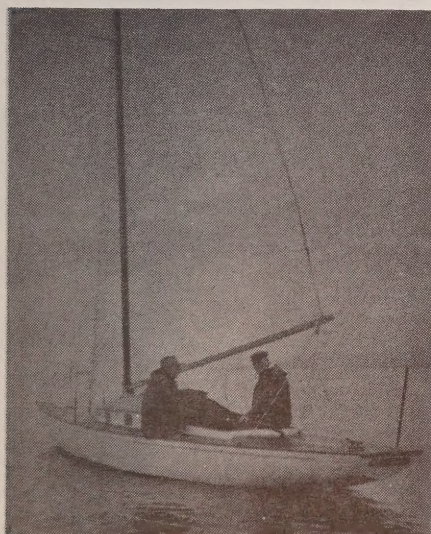


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JEFF TRAPP, Box 464, Newcastle, ME 04553. (207) 563-8533.

GLOUCESTER GULL rowing dory, Bruynzeel ply on honduras mahogany, WEST epoxy and varnished exterior. Decks Olje #1 interior. Spruce oars, very light. Brand new. \$1200.
OLD WHARF DORY, Wellfleet, MA (617) 349-2383.

13' 7" MAINE PEAPOD, cedar on oak ribs. Centerboard but no rigging. Perfect condition, new in 1981. \$1250.
BOB OSGOOD, Marblehead, MA (617) 631-2839.

BRASS SHIPS CLOCK. Quartz movement Schatz, with spring driven eight bells. Accurate enough for navigation, yet with delightful eight bells sounding the time. Current retail is \$375, our price for this unused clock is \$150.
CAROLYN PEARSON, Danvers, MA (617) 777-1228.



SAILAWAY RACING SLOOP: 31' x 6' pine on oak sailboat, built in Finland in 1953, HJ Class. Will seat 4 or sleeps 2 with gear. Hull and sails on good condition. \$3000 or negotiable.
JOHN SUTHERLAND, Gloucester, MA (617) 283-6241, or JIM at (617) 922-2433.

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